



## ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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### **Memorandum**

*October 12, 2009  
Agenda Item 5.1*

Date: October 3, 2009

To: **Sunol Express Lane Joint Powers Authority**

From: Ray Akkawi, Manager of Project Delivery

Subject: I-680 Express Lane Project: Status Update – Electronic Toll System

#### **Action**

Attached for the Board's review and information is the status update for the I-680 Express Lane project – Electronic Toll System. The CMA is the sponsor of the HOT element of the I-680 Express Lane. However, the construction phase of the civil elements of this project is administered by Caltrans. The status report covers all activities through September 30, 2009.

#### **Background**

The 14 mile I-680 Express Lane extends from Highway 84 in the City of Pleasanton to Highway 237 in the City of Milpitas. The project will widen the existing facility to allow the conversion of the HOV lane to Express (HOT) Lane. When the express lane is opened it will allow carpools to travel free of charge and would charge a toll for single occupancy vehicles to use the excess capacity in the High Occupancy Toll (HOT) lane. The scope of the project consists of two elements; the Civil Element, widening to accommodate HOT; and the Electronic Toll System Element that includes the Dynamic Pricing.

**I-680 HOV/EXPRESS LANE PROJECT  
Electronic Toll System  
Status Report  
For  
September, 2009**

**PROJECT DESCRIPTION**

The I-680 Express Lane project will allow carpools to travel free of charge and would charge a toll for single occupancy vehicles to use the excess capacity in the High Occupancy Toll (HOT) lane. This project will widen I-680 to accommodate the existing High Occupancy Vehicle (HOV) lane and the planned HOT lane; construct improvements to provide a HOT lane along southbound I-680 from State Route (SR) 84 to Santa Clara County SR 237; and rehabilitate the existing pavement.

The Electronic Toll System component of the project includes the Dynamic Pricing Software, the Vehicle Detection System, the Vehicle Tolling Devices, the Data Toll Center, the Communications / Data Transfer, and the interface with Caltrans Traffic Management Center, Bay Area Toll Authority – Tolling Center, and the California Highway Patrol.

**CONTRACT STATUS**

**Contract Status:** The Electronic Toll System (ETS) contract was awarded to ETC on December 18, 2008. The notice to proceed (NTP) to perform phase 1 of the contract, that is to coordinate with the civil contractor(s), Caltrans, and BATA was issued mid January 2009. Notice to proceed to perform the work on phase 2 of the ETS contract was issued to ETC mid February 2009. Three contract change orders were issued to allow changes to communication plan, the use of SenSys traffic detection devices in the Express Lane in lieu of the inductive loop detectors, and the use of dual dynamic message sign (DMS) panels in lieu of one panel to allow for more message space.

Due to changes in the enforcement methodology, additional change orders will be required to add more enforcement gantries and handheld devices. However, a change order to eliminate the mobile readers (installed in the cruiser) will offset some of the added cost. The overall cost of the project is within the approved project budget.

BATA, as the sponsor of the Regional HOT Lane Network is developing a region wide HOT Lane measures for reinforcement and tags. While these measures will not be implemented by this project, the project will provide the infra structure to allow for future implementation of these measures. The measures that BATA is addressing now are the License Plate Recognition (LPR) and the Switchable Transponders.

ETC submitted the Detailed Designed Document (DDD) on July 28, 2009. Comments by CMA and the system manager were discussed at the design workshop held at the CMA the week of August 17, 2009. ETC submitted a revised DDD for CMA approval. ETC will finalize the design and proceed toward the next phase, the Factory Acceptance Testing of the system scheduled for late early December 2009. The change in the FAT date is due to the need to run a quality assurance and a pretest process. The pretest will utilize the traffic data provided by ECONorthwest, the developer of the revenue formula during the planning phase, to test ETC developed dynamic pricing algorithm for revenue maximizing.

### **SCHEDULE STATUS**

A revised System Integrator baseline schedule was reviewed and accepted by the staff and the system manager. The revised baseline schedule shows an earlier completion of August 2010.

### **OUTSTANDING ISSUES/DISPUTES/CLAIMS**

There are no outstanding issues. Below is the contract change order log for the System Integrator contract.

#### **CONTRACT CHANGE ORDERS LOG**

Contract: \$4,940,926 Contingency:\$570,000 O&M \$786,074

<b>CCO Number</b>	<b>Contingency Amount</b>	<b>Reason For CCIF</b>	<b>Dollar Amount Requested by this CCIF</b>	<b>Revised Contingency Amount</b>
	\$570,000.00			\$570,000.00
1	\$570,000.00	Comms Alt.	(\$202,181.00)	\$772,181.00
2	\$772,181.00	SenSys Alt.	\$168,034.00	\$604,147.00
3	\$604,147.00	Dual DMS	\$17,847.00	\$586,300.00

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